

CATHOLIC COLONIZATION

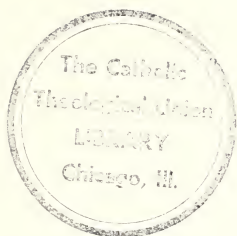
IN THE

SOUTHWEST:

*ARKANSAS, TEXAS, LOUISIANA, INDIAN
TERRITORY AND NEW MEXICO.*

REV. STEPHEN BYRNE, O.S.D.

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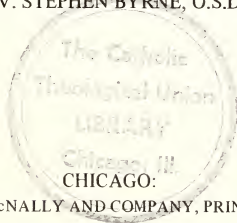
SOUTHWEST:

*ARKANSAS, TEXAS, LOUISIANA, INDIAN
TERRITORY AND NEW MEXICO.*

DESCRIBED FROM THE LATEST AND MOST RELIABLE REPORTS

BY

REV. STEPHEN BYRNE, O.S.D.



RAND, McNALLY AND COMPANY, PRINTERS.

1882.

THE
IRISH CATHOLIC COLONIZATION
ASSOCIATION

OF THE
UNITED STATES.

INCORPORATED UNDER THE GENERAL LAWS OF THE
STATE OF ILLINOIS.

Founded "To Promote, Encourage and Assist the Settlement of Irish
Catholic Citizens and Emigrants on the Lands in the States
and Territories of the United States."

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THE IRISH CATHOLIC COLONIZATION ASSOCIATION having secured from the Little Rock & Fort Smith Railway, an extensive "reservation" of land in the Counties of PERRY and YELL, Arkansas, is now prepared to offer Farms in the Colony to actual settlers at low rates, and on exceedingly favorable terms.

The report of the Committee appointed by the Board of Directors to examine the lands, claims for the situation:

1. A rich and fertile soil, which may be cleared with reasonable ease and economy.
2. Comparative cheapness in price, and satisfactory terms as to time for payment by colonist, with low rates of interest.
3. Salubrity and healthfulness of the locality, with only the ordinary reservation as to a new country.
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The lands are sold at an average price of about \$4 per acre, on most favorable terms to said purchasers.

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WM. J. ONAHAN, Secretary,
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OR TO

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INTRODUCTORY.

IN presenting to my countrymen and to those of my creed the following pages, there is not the least intention of inducing a wholesale emigration to the region described. There is no purpose in view of making a speculation in the matter, nor of disturbing the minds of those who are in prosperous circumstances where they are. There is an abiding conviction, however, in the mind of the writer that inasmuch as the vast tide of emigration now directing its mighty volume toward our shores must to some extent reach the West and Southwest, so it is most advisable to give the emigrants and settlers as much correct information as possible in regard to these particular parts of the country. Hitherto, and even still, Irish people and Catholics have formed a very large part of European emigration to America. It is hardly possible to estimate the losses sustained by these, in the fact that no organized effort was made till lately, to direct them in the choice of homes. THE IRISH CATHOLIC

COLONIZATION ASSOCIATION of the United States has for its object the remedying of this evil. Its success in the two years of its existence is a guarantee of its power for good as well as the wisdom of its founders. The present effort of the writer, and all his efforts in this direction, have their inspiration in the objects and means of action professed by the Association. He has written to the public officials of the States described, and also to the Bishops and some of the priests residing within their limits. He desires to call special attention in the outset to the following manifesto of one of the most practical, disinterested and reliable emigration societies in the length and breadth of the land. It has proven itself to be all and even more than it professes to be. This extract is from the *New York Daily Graphic*, of March 3rd, 1881:

TEXAS, LOUISIANA AND ARKANSAS SOUTHWESTERN IMMIGRATION CO. — THE SOUTHWEST MOVING.

The tendency of the crowded populations of the North and East is to look for room, greater prosperity and a more equable climate in the Southwest. The Southwestern Immigration Company, which has opened offices at No. 243 Broadway, is designed to promote immigration to Arkansas, Louisiana and Texas, whose genial climate and rich soils offer the very inducements of which so many thousand Northern people are in search. The company is organized under the general laws of Texas, and is supported by ample means. Its officers are

practical business men and in every respect trustworthy. The President, Colonel William W. Lang, is a Texas farmer, having a large acquaintance with all sections of the country, and was selected on account of his personal influence and integrity of character. This comprehensive scheme for peopling the Southwest is free from all local bias or favoritism of railway routes. Neither has it any speculative ends to attain. It has no lands to sell, no trades to offer. The immigrant will be left free to select his own home. The company's funds will be expended in the collection, publication and distribution of such information as will afford a fair and truthful knowledge of the resources and advantages of the country. Citizens of all sections are interested in this movement, as the development of the Southwest will add immensely to the nation's wealth, and insure additional comforts and employments to the people. The soil is capable of an endless variety of productions, and its marked cheapness holds out irresistible inducements to the settler. The States of Arkansas, Louisiana and Texas, with the Indian Territory—which is properly a part of the Southwest—have a joint area of 1,082 square miles greater than the German Empire, France and Switzerland; and those countries support a population of 80,000,000. This section—an empire in itself—lies at the foot of that great loess region, situate between the Alleghany and the Rocky Mountains, and its soils are formed of the washings of these rich lands, with a depth that renders them practically inexhaustible. It has fewer mountains, a broader area of fertile, arable lands and less of unproductive soils than any other equal part of the habitable globe. Minerals of every description are imbedded in its bowels. Forests of the most valuable timbers cover portions of its surface; it abounds with streams capable of furnishing water power to innumerable factories, and the very configuration of its surface tends to temper and equalize the climate. The variety of its productions affords immunity against loss from the failure of a single crop, and its extended sea coast offers an easy highway to the world's

commerce. Where else can a company be found combining so many of the elements of wealth and prosperity, or able to sustain so many people to the square mile?

The recently organized railroad system in the Southwest traverses the richest country on the continent, and, penetrating Mexico with her marvellous resources, it is impossible to estimate its prospective value. This section the Southwestern Immigration Company proposes to populate, and it is certain that when its resources are popularly understood a tide of immigration will flow into it equal to that which has made the West the granary of the world.

This company, although supported by a number of the most important railways in the Southwest, is not intended to maintain the passenger traffic of those roads, but to induce emigrants to go there, choosing their own routes. It is organized in a spirit of philanthropy, and seeks first to open up this great section to the use and occupation of man, and not on the narrow and merely business basis too common with like associations. If its objects are successfully accomplished no intelligent person can question the large benefits which must result.

The company has books, pamphlets and maps showing the resources of the above named States, for gratuitous distribution, on application made to Col. W. W. LANG, President, or G. B. DUVAL, Secretary, both of Austin, Texas, or to J. N. VICTOR, 243 Broadway, New York.

ARKANSAS.

THE first thought which strikes the mind in connection with this comparatively old State is, that its advantages for immigrants and settlers are not sufficiently known. If one-tenth part of the effort had been made here to herald forth to the world the splendid resources of the State that have been made in States further north, it is probable that its population would be now double its present number. That it is a country of great present benefit to all who wish to better their condition as agriculturists or laborers, and that it is a land of mighty promise in the near future, no sensible man can doubt.

The following remarks are addressed from a purely disinterested standpoint by a person who owns nothing in Arkansas and who never expects to own anything there, to the toiling and poverty-stricken millions of his race, religion and language, in the hope that some of them may be benefited by their perusal.

Arkansas is a part of the Louisiana purchase made from France by President Jefferson in 1803. Its first settlers of European blood were French; and their descendants are still to be found in some parts

of the State. It became a State in 1836. Its geographical situation will at once show that it lies in the *most temperate* part of the temperate zone. Its southern line is thirty-three degrees north latitude, and its northern line is thirty-six degrees and thirty minutes. Its eastern boundary is the great river Mississippi, navigable here all the year for the largest river boats; and its western boundary is the Indian Territory. The State is about 250 miles from north to south, with an average width of the same extent from east to west. Its area is 52,000 square miles, or 33,000,000 of acres. It is one and two-thirds times as large as Ireland.

AGRICULTURE

Is the most promising feature of the State thus far; and in many productions of the soil it is not excelled, probably not equaled, in fertility and abundance of production by any State of the Union. This remark is undeniable in relation to cotton and tobacco. The part of the State lying west of the Mississippi for a distance of 120 miles, and all the other river valleys, can not be excelled by any land in the world. This is pre-eminently the cotton land of the State; and it is a veritable gold mine to all who have the inclination and some means of engaging in it. Land in this region has been cultivated in cotton for thirty years, and is still able to produce 500 pounds an acre, valued at ten cents a pound. Cotton may probably be raised

in all parts of the State. The same is true of tobacco, which is generally cultivated on the uplands, and is a splendid crop. Its cultivation begins to attract the attention of all who have ever engaged in it, to this State, so that it is likely soon to take the first place in the production of this valuable plant. Indian corn is a successful crop in all parts of the State, and wheat and the smaller grains make a fair crop. Vegetables in a soil so rich and a climate so genial pay very well. Irish potatoes make two and even three crops a year in the same ground. The first is greatly in demand in the northern markets. As to fruit of all kinds it is safe to say that Arkansas is likely to take a most important place in a few years. This is especially true of the western part of the State. In all parts of America woodland becomes more valuable every year according as the primeval forests disappear in the march of population, and also on account of the occupation of the prairie land of the West. This makes an additional source of wealth in Arkansas, as the timber of the State is most valuable and abundant. The yellow pine of Arkansas is largely exported to Missouri and Illinois, and is preferred to Michigan pine.

PRICES OF LAND AND CHANCES FOR SETTLERS.

To be brief on the subject of the prices of land, it may be put down at once that they vary from fifty cents to fifty dollars an acre, according to location and intrinsic value. The Memphis & Little Rock Railroad, in connection with the Little

Rock & Fort Smith Railroad, crosses the State from east to west. These roads have a vast amount of land for sale at from two to six dollars an acre, on six years' time. The most favorable terms are offered to actual settlers; and, when we take into account the great fertility of the soil, it will not appear surprising that they are able to pay for their land in one or two years. The Little Rock & Fort Smith Railroad Company have probably done more toward settling this State with an industrial and contented class of people, than all other corporations combined. Their able efforts in this direction benefit the poor, the railroad and the State. The St. Louis & Iron Mountain Railroad crosses the State diagonally, from its northeastern to its southwestern corner. It owns millions of acres of splendid land, and offers the same general inducements as the road just mentioned. These two leading roads intersect at Little Rock. It is of importance to call attention to the fact that the lands held by the railroad companies, by the United States and by the State, have a clear and perfect title for all who desire to purchase them; and, in each contract, no room is left for litigation. It is to be hoped that all lands for sale in the State will soon be put on the same secure basis. It is well to remark also that it becomes more and more popular among all classes of citizens here to encourage and invite immigration. It begins to appear more clearly every day to all intelligent men, that a healthy influx of grown people in the prime

of life adds untold wealth to all new States. Every one now sees the truth of the assertion put forth by the superintendent of the Census Bureau of 1870, that arriving immigrants, taken one with another, were equal to an addition of \$1,000 each to the State in which they settled. Foreigners soon become acquainted with the system of agriculture prevailing in this country, and find it to be a sure road to independence.

One of the greatest advantages of Arkansas for the working classes is, that outdoor occupations of any kind need hardly ever be interrupted during the whole year by reason of cold or wet weather. It is likely, too, that since this State is now so closely connected by rail with the great city of St. Louis, that the extra labor of that city, if any such there be, will be always in demand in this State and at a good rate of wages.

The western side of the State is generally hilly and rolling, and is as healthy as any part of the United States. Sheep and cattle raising becomes a great industry in this part of the State; and the climate not demanding much wintering for stock, is sure to increase it very much.

Taken all in all, it is no flight of fancy to expect a grand future for this country; or to suppose that those who cast their lot of life in it will have cause to regret.

RAILROADS AND NAVIGABLE RIVERS.

Two of the principal roads have already been mentioned. There are others in operation and in course of construction, which tend to develop the resources of the State and to give employment to thousands of people. The Little Rock, Pine Bluff & Mississippi Road has been in operation for years from Pine Bluff to the river; it will be finished to Little Rock by April, 1881. It passes through a splendid cotton country. Then there is the Mississippi & Red River Railroad, forty miles long, having its present terminus at Monticello, population, 1,200. The Central Road runs from Helena to a point on the White river named Clarendon, seventy miles. The Cotton Plant Road runs fifteen miles from Brinkly on the Memphis & Little Rock Road to Cotton Plant. The Hot Springs Road runs from Malvern, a town of 500 people, on the St. Louis & Iron Mountain Road, to Hot Springs, twenty-three miles. The navigable rivers of the State give additional facilities to transportation of the most valuable character. The Arkansas river crosses the State from west to east, and is navigable from the Mississippi to Fort Smith on the western border of the State. The White, St. Francis and Washita rivers are also navigable. All who consider the matter for a moment will at once see that such extensive facilities for transportation greatly enhance the value of the lands of the State.

MINERALS AND MINING

Have not been developed to any great extent; but it is well known that a large business in that line awaits the incoming tide of population. Lead is found in great abundance, silver mining is carried on at Silver City, thirty miles from Hot Springs. Iron, coal, copper and zinc are found in many places. Granite, as good as can be found anywhere, is abundant here. The new Catholic Cathedral, at Little Rock, is of that material. The celebrated oil-stone quarry, from which hones are sent to all parts of the world, is at Hot Springs.

MANUFACTURING

In this State may be said to be in its infancy at present. But this is not likely to be so very long. The time is coming very fast when the raw materials of the Southern States will be turned into manufactured articles by Southern hands. For there is no lack of water power in that country; nor is there wanting energy of mind or body to inaugurate and sustain large manufacturing establishments. It is at least probable that the home demand will be supplied *at home*. There is only need of capital, and it is sure to be attracted to those fields of investment where the largest profits are in sight. There can be no doubt as to the improved condition of the operatives in case the cotton growing States are fairly supplied with cotton factories, because their chances to become owners of the soil will be vastly increased—and the soil itself invites possession, as

it is well worth cultivating. No doubt Arkansas as a manufacturing State will rank high in a few years. Her cotton, tobacco and wool, with her water power and splendid means of transportation, would seem to render this conclusion inevitable. To the writer it seems probable also that in such a great cotton State paper mills would be a success.

THE POPULATION

Of Arkansas consists largely of the natives and their immediate descendants of other Southern States. In 1850 the total population was 209,000 ; in 1860, 435,000 ; in 1870, 484,000 ; and in 1880, 810,000. In 1870 the census reported 1,428 natives of Ireland and 1,600 natives of Germany as residents of the State. There are probably four times that number of Germans in it now. The greatest want of the State is now known to be at least 50,000 families of good, honest working people to build more railroads and to keep all of them in good order, and to settle upon and cultivate the millions of acres of splendid lands now lying waste. It is most probable that even a larger number will have been added in the next ten years.

THE PRINCIPAL CITIES

Of the State are Little Rock, on the Arkansas river, the commercial and legislative capital of the State. It is a fine city of 18,000 people. Its growth is not of the mushroom kind.* Hot Springs, 5,000 resi-

* Little Rock is 135 miles west of Memphis ; 345 miles south of St. Louis ; and 1,335 miles from New York.

dents, and more than that number of visitors at all seasons of the year. The medicinal qualities of the waters here are of world-wide renown. Fort Smith, the centre of an old Irish Catholic colony, has 5,000; Helena and Pine Bluff each the same; Hope, 1,800; and Morrilton, the centre of a large German Catholic colony, 1,500.

THE CATHOLIC CHURCH

In Arkansas takes its date from the appointment of the Right Rev. Andrew Byrne to the newly established see of Little Rock, in March, 1844. The Bishop was a most apostolic man, who shrank from no labor or hardship when there was a question of the spiritual or temporal welfare of the scattered Catholics committed to his care. He was a warm advocate of colonization, and made an honest, well-meant but unsuccessful effort to carry it out practically in his diocese. The time did not seem to have arrived when it could be extensively engaged in; but it is hoped that the time has now come. In Minnesota, Iowa and Nebraska it works well, and the secret of success in these and other States is greatly owing to the fact that all representative men and railroad managers have left nothing undone to induce settlers amongst them. The Bishop had charge also of the Indian Territory west of Arkansas, which is fully as large as that State. This gives further evidence of his labors. Broken with the constant care of this large diocese, he sank to his rest in Helena in 1862, having lived to witness the desolation of his people

by the horrors of the civil war then in progress. But the spirit of Bishop Byrne lives in his successor,

BISHOP EDWARD FITZGERALD,

Who was appointed to succeed him in 1866. The parish of which he had been the much revered pastor in Columbus, Ohio, probably contained more Catholics than the whole diocese of which he took charge. Brighter days are dawning, however, and Catholic emigrants are being attracted to this State. This brings us to notice the arrival of several bodies of

GERMAN CATHOLIC COLONISTS

Within the last three years. These we find principally on the line of the Little Rock & Fort Smith Railroad, west of Little Rock. The first colony is established in and around Morrilton, about thirty-five miles west of Little Rock. It is guided and directed by the Fathers of the order of the Holy Ghost, of whom the superior is Very Rev. Joseph Strub. It has seven churches and chapels, six priests, two convent schools and about 2,000 Catholics—all since June, 1878. The Benedictine Colony still west of this, in Logan county, commenced in March, 1878, has four churches and four priests of the Benedictine order; also two convents and four large schools, and about 2,000 Catholics. There is another colony at Altus on the same road, a little west of the last named, having a priest and about 200 Catholics. A colony is forming twenty-five miles west of Little Rock, where there are at present

ten families. An Italian colony is also commenced; and it is expected will succeed in the cultivation of the grape, silk and other Italian productions. The most recent colony is of Germans in the northeastern part of the State, in Pocahontas, near the St. Louis & Iron Mountain Railroad. As has been said, this road has a vast amount of land for sale, and the terms are good. A most disinterested and intelligent eye-witness of all this writes to me that, "The Irish are letting a splendid opportunity slip out of their hands by not colonizing the Southwest." No doubt the main drawback is the alleged unhealthiness of the climate. But Arkansas has never been subject to epidemics. The upland and hilly parts of the State are, for some people, more healthy than any place in the United States; and the river lands become more healthy as settlements and cultivation advance. The present Catholic population is at least 10,000. Those of the Irish race who have sought homes in the State are generally doing very well.

All particulars will be cheerfully and promptly furnished by application to the following addresses: Little Rock & Fort Smith Railroad office, Little Rock, Arkansas; St. Louis & Iron Mountain Railroad office, same place; Mr. A. HELMICH, Little Rock; Mr. P. MCGREENY, Fort Smith; Very Rev. JOSEPH STRUB, Morrilton, Ark.; also to the office of the Memphis & Little Rock Railroad, Little Rock, Ark.*

* The above, written for the *Catholic Review* by Rev. Father —, appeared in that paper in January, 1881.

ADDITIONAL PARTICULARS.

I call my readers' special attention to a pamphlet written by Col. W. D. SLACK, of Little Rock, which is a very full and complete description of the State, and especially of that part of it through which the Little Rock & Fort Smith Railroad runs. The pamphlet is a model of its kind. It is entitled, *Homes in Arkansas*, and may be had gratis by writing to Col. Slack.

The following are extracts from the pamphlet :

COTTON.

This is a "cotton country," not because it alone will grow, but because it *will* grow, and on the Upper Arkansas to perfection; and wherever it will grow, men *will* cultivate it, because they expect to make it profitable. Sometimes they fail, but generally succeed. Of course a man may plant on speculation; he may invest in hope of great profit and speedy fortune, and fail, as most do who strike for a fortune. When we speak of success, we suppose farmers to be acting as sensible men, and under these conditions when they produce at home what they can produce cheaper than they can buy abroad, and an exportable crop on which they can realize money. Cotton has always been the great staple export of Arkansas, and is the great agricultural staple of the world. It bears the farthest transportation, and commands cash in any market; it is raised here as profitably as in any other section of the country, and has no superior in quality.

Governor Conway did not exaggerate in his annual message to the Legislature in 1858, when he said: "If we had labor enough to cultivate all the cotton lands in the State, Arkansas alone could supply annually the markets of the world with as much cotton as has ever been raised any year in all of the cotton-growing States of the Union." This is equally true to-day.

An ordinary family, say one man and two girls, may produce easily, in addition to other crops, ten to fifteen bales of cotton.*

One-half the work is picking; at this women and children are more profitable than men. The work is light, requiring only nimble fingers.

What we say of this crop will be well understood by residents in the Carolinas, Georgia, Alabama, Mississippi and Tennessee. We ask them to consider the advantages *here* presented for its culture, where, instead of a bale from four or five acres, and sometimes from seven to eight, our best lands produce sometimes two bales, and always one, per acre, and the uplands one-half to one bale. Is it not wise to dispose of worn-out soils at any price and remove to new lands and fresh and inexhaustible fields?

TOBACCO.

The culture of tobacco is extending to all portions of the Union, and ranks next to cotton as an article of Southern export. It has not been a leading crop here, simply because cotton claimed that rank, but it has been most successfully grown on almost every kind of soil in the valley. Soils affect the quality of tobacco more than any other product. It is quality, not quantity, which gives value to the production, and the large amounts of potash and nitrogen in our soils favorably affect its growth. The culture of wheat and tobacco is always profitably combined, in rotation, and with the increase of wheat-growing and flouring mills, tobacco will become a staple crop here. The tobacco already grown here compares most favorably with the best specimens raised in Virginia and Kentucky.

HEMP

Does as well here as in Kentucky and Missouri, according to the tests made of it.

* A bale of cotton is worth from \$40 to \$50, according to quality. The crop of Arkansas in 1880 is estimated at 900,000 bales, which, at \$40 each, would make it worth \$36,000,000.

WHEAT.

Wheat produces largely on the bottoms—sometimes as high as sixty bushels per acre. An average yield throughout the State may be set down at from thirty-five to forty-five bushels, and on uplands at from twenty-five to thirty-five bushels, and when well handled, more. It weighs about five pounds more to the bushel than northern wheat, and the quality is superior. The best flour made at St. Louis is from southern wheat, and the best bread made in New York is from southern flour.

CORN.

“The bottoms are also peculiarly adapted to the growth of corn. From sixty to eighty bushels per acre is not an unusual crop; and it is the opinion of good farmers that, let the same system of culture prevail here that has been adopted in Iowa and Wisconsin, and the crop of maize can be safely calculated to average sixty bushels to the acre. The corn is not as flinty here as in the more northern States, and is considered better for feeding purposes.”—*Lewis*.

There are thousands of men in Ohio, Indiana, Illinois and throughout the Northwest, who can never forget the magnificent crops of corn they saw in the Valley of the Arkansas in the fall of 1863.

RYE, OATS AND BARLEY

Have been cultivated to a greater or less extent since the settlement of the State, and do well everywhere.

PEAS, BEANS, POTATOES, (OF BOTH KINDS) AND TURNIPS
Are sure and profitable crops.

FIELD PEAS, PUMPKINS, PINDERS, CLOVER, TIMOTHY, HERDS,
And all the different grasses, are cultivated to some, and may be to any extent; so also of millet, Hungarian grass and sorghum. These all yield freely, and have only failed to receive much attention because the natural pasturage has not suffered them to be necessities. Much has sometimes been said of the hay crop of the North and its value. If we have

not an abundant hay crop, it is because we have an ample equivalent. We keep more cattle than are kept in the places which yield the largest amount of hay at the North, only we do not give it a money value, because it costs us little. Indeed, this is one of the great agricultural features of this country. In some States men feed their cattle a large portion of the year on land that cost them \$50 or more per acre, and for the remaining part out of hand, with food gathered under a broiling sun. If this is profitable, then surely land at \$5 per acre, and pasturage free for nine months in the year, and but little aid the other three, must give a more satisfactory return. If a man can live feeding stock north of forty degrees, then he should make his fortune at the business in the Valley of the Arkansas. Wherever any attention has been paid to cultivation, the crops have been most abundant.

GARDEN VEGETABLES,

Of all the varieties known to the best seedsmen of the country, succeed well. The immigrant from the North may bring all his favorite seeds with him. They all grow well here, with many that do not there.

FRUITS

Of all kinds (with the exception of the cranberry, which it is known has not been tried here) grow in profusion. Apples, peaches, plums, apricots, nectarines and grapes reach great perfection, and excel those of the most favored portion of the Union. Whortleberries, blackberries, strawberries and raspberries grow wild throughout the State.

Indeed, without going into particulars, it is enough to assert that all of these crops, fruits and vegetables are more successfully cultivated here, with equal treatment, than in any other State, and many of them much more so; and intelligence will point out to every farmer the general and special branches of agricultural industry to which his land and his taste may be best adapted, assured that success and remuneration will follow all well-directed efforts.

LABOR.

Labor is the great want of Arkansas. The foregoing pages have been chiefly addressed to men supposed to have means of establishing themselves in the place of their choice. But there are great numbers not so situated ; and to those who seek to meet present wants by daily labor, the farmer will furnish employment *all the year*. There is no point on the river or on the road, where a steady man may not find occupation three days after arrival, *at any time of the year*. Mechanics of every kind are greatly needed. Brick, wagon, plow, boot, shoe, harness, furniture and chair makers, gin-wrights, engine drivers, millers, tinners, tanners, tailors, potters, saddlers, hatters, coopers and all other branches of mechanical industry can at once find locations suitable for their avocations. The progress of the country is greatly retarded by this want of skilled labor, and the raw material for almost every trade may be found here in profusion.

The chances for immigrants and settlers are excellent in almost every part of the State. I am just now in receipt of positive information to the effect that the Irish Catholic Colonization Association has concluded negotiations for 60,000 acres of land in the counties of Perry and Yell, a short distance west of Little Rock, and south of the Arkansas river. In Logan county, west of Yell, the German colonies, under the direction of the Benedictine fathers, are very successful, so that this last move seems ominous of good. The lands are owned by the Little Rock & Fort Smith Railroad, of which Col. Slack, already mentioned, is Land Commissioner. His treatment of the German colonies is highly spoken of, and furnishes a guarantee of his good offices to the expected Irish settlers. The road with which he is con-

nected runs westwardly, near the north bank of the Arkansas river, from Little Rock to Fort Smith, 165 miles. The company own lands in fourteen counties on either side of the road, and these counties now contain more than one-fourth of the whole population of the State. For health they can not be surpassed. Coal is found in several counties of the land grant. The description already given of the State in general applies here. The lands, we understand, are from two to eight dollars an acre, on six years' time, with six per cent. on deferred payments. Longer time may be had if desired.*

The Colonel gives the following information in his excellent pamphlet about government land in the State :

The only lands of the General Government in Arkansas now subject to entry are those under the homestead acts of Congress. Any person may obtain eighty acres of these lands within railroad grants and one hundred and sixty acres elsewhere, and soldiers one hundred and sixty acres anywhere, upon the condition of improvement and settlement thereon for five years. After such residence a title is made to him upon the payment of a small fee.

* I heartily and earnestly recommend those of my readers who wish further information regarding the colony lands, to correspond with Mr. W. J. ONAHAN, Secretary of the Association, Room 7 City Hall, Chicago, Ill. ; also with Col. W. D. SLACK, Little Rock, Ark.

TEXAS.

COMMENCING to write about this great State, and filled with a deep and sincere desire to elevate the industrious poor, I feel a sensation of delight in the conviction that it is indeed for them a land of promise. Texas is truly the Empire State of the South; and, in view of its immense size, of the whole United States. Its area is 274,356 square miles, or 175,000,000 of acres; so that it is six times as large as the State of New York, and more than twice as large as the whole British Empire, including England, Scotland, Ireland and Wales. If Texas were as thickly inhabited as Massachusetts her population would be as large as that of the whole United States, which is 50,000,000.

The general description of Texas shall be as brief as possible. It is bounded north and northwest by New Mexico and Indian Territory; east by Arkansas and Louisiana; and south by the Gulf of Mexico and the Republic of Mexico. It lies between the following lines of latitude and longitude: twenty-five degrees fifty minutes and thirty-six degrees thirty minutes north; and ninety-three degrees thirty minutes and 107 degrees west from London. The extreme length is 810 miles, and extreme breadth 750 miles.

The surface of the State consists of three grand divisions: Eastern Texas, extending from the Sabine river to the Trinity; Middle Texas, from the Trinity to the Colorado; and Western Texas, from the Colorado* to the Rio Grande. The coast, for a distance of from thirty to sixty miles inland, is flat. Beyond this is a rolling country extending 200 miles, and consisting of prairies, high and well watered; sufficiently wooded also, and covered with a rich vegetation. Then comes a hilly and mountainous district; and then an elevated table-land. The Llano Estacado, or Staked Plain, covers an area of 50,000 square miles in Northwestern Texas, and has a general elevation above the level of the sea of 2,500 feet; it is scantily wooded, and subject to severe droughts. There are certain points of elevation reaching from 4,000 to 6,000 feet. The Red river is the boundary between Texas and the Indian Territory for 400 miles; it is navigable some distance above Shreveport. The Sabine is the boundary between this State and Louisiana. The Rio Grande del Norte (Great River of the North) separates Texas from Mexico. This river, rising in Colorado, passes southwardly through New Mexico, and enters the gulf at Brownsville, Texas. It is 1,800 miles long, 450 of which are navigable. There are many other considerable streams in Texas, all flowing to the gulf in a southeastwardly direction. In the rainy season steamboats ascend these streams a distance of from 100 to 350 miles.

* Another river of the same name falls into the Pacific ocean.

Eastern Texas is heavily timbered ; in the prairies we find many " islands " or clumps of wood.

Along the river bottoms the soil is of exhaustless fertility. The prairies also have a rich and very productive soil. The pamphlet* alluded to in the introduction will be found most satisfactory on all these points, and it is truly of much value to all who wish to obtain a thorough knowledge of this great State. Considering the great extent of the State, the climate is necessarily different in different parts. Outside of the flat lands near the coast, it is remarkably healthy and uniform. Ice seldom forms ; and cattle thrive all winter without artificial shelter or food. The cold " spells " of November, December and January are sometimes severe but of short duration. The lowest temperature observed was seventeen degrees above zero.

The agricultural productions will be seen by the following extract from Col. Lang's pamphlet :

Returns from sixty-eight shipping points give the following aggregate results of Texas produce. While these figures do not reach the entire production, they indicate its magnitude :

	Value.
Cotton, 951,093 bales.....	\$38,043,720
Cattle, 502,190 head.....	8,241,903
Horses, 37,860 head.....	473,250
Wool, 14,568,920 pounds.....	2,913,784
Hides, 28,104,065 pounds.....	2,810,406
Lumber and Shingles.....	1,349,691
Wheat, 2,500,000 bushels.....	2,375,000
Cotton seed and oil cake... ..	506,063
Sugar and molasses.....	433,960
Miscellaneous products.....	672,364

\$57,820,141

These figures are for 1878 ; none later are available.

* Col. Lang's.

I think the State can rival Louisiana in the production of sugar—South Carolina in rice, and can produce as many oranges as Florida, as much tobacco as Virginia, and as much hemp as Kentucky or Missouri.

We produced in 1878, 951,093 bales of *cotton*, valued at \$38,043,720. The world consumes about 12,000,000 bales annually, which Texas could grow on 19,000 square miles, or if Texas were to turn her attention to it she could grow as much cotton as fourteen worlds like this consume.

She can produce six million bales, which is half the world's consumption, without interfering with her other crops.

The *cattle* interest ranks next after cotton. The Commissioner of Agriculture reports the number of cattle in Texas at 4,464,000, with a money value of \$39,640,320. The number of cattle driven north over the trail was 257,431, which, estimated at \$13 each, would have a money value of \$3,346,603. The number of cattle shipped by rail was 244,765 head; these are valued at \$20 each, or \$4,885,300, making the total number of cattle sold 502,176, with a money value of \$8,241,903.

In 1860 Texas contained only 753,365 sheep, ten years later these had decreased to 714,351; yet in 1879 she had advanced to the rank of the second wool-growing State, and had 5,148,400 sheep, valued at \$9,730,476. California, which alone leads her, has 7,646,800 sheep. In 1879 her wool clip was 14,568,920 pounds, valued at \$2,913,784.

The commerce of Texas is very considerable and is constantly increasing. Seven hundred miles of sea coast with some good harbors and a vast country of great fertility back of it, leave no room for doubt regarding the coming greatness of her commerce. For the year ending June, 1874, the value of imports was \$4,366,000, and of exports, \$21,639,000.*

It is not to be expected that manufacturing interests should be extensive in so new a State, where

* Both may be doubled in 1881.

nearly all the labor and capital are naturally invested in agriculture and commerce. It is nevertheless a fact that the manufacture of lumber, beef-packing, cotton goods, saddlery, flour, etc., are very flourishing. The water power is splendid in various places; and it may be asserted without any fear of exaggeration, that the coming twenty years will place Texas among the most advanced manufacturing States. The wonderful energy displayed in the construction of railroads in the last few years, points directly to this result.

RAILROADS.

The increase of railroads in this State since the close of the war is most extraordinary. It speaks volumes of itself for the enterprise of the people, and the immense progress of their country. In 1865 there were six lines of road in the State, in the worst possible condition, and comprising in all 330 miles in actual operation. Sixteen years have brought a wonderful change in this particular. There are now twenty-six different lines of road, making a total of 3,442 miles. About 560 miles of this total are of the narrow gauge description; and 2,900 miles of the standard gauge. No State in the South, and probably no State in the Union, can show anything like this in the matter of railroad construction; and the utmost energy still prevails in extending the lines already existing, and in projecting new lines. The Texas & Pacific will, in a very short time, have made connection with California;

and the Houston & Texas Central aims directly at the trade of Kansas, Nebraska and other States, which constitute the very heart and centre of the grain producing regions of our country. A glance at the map will at once show that Omaha, Nebraska, is less than one-half the distance from the tide-water at Galveston or New Orleans than at New York or San Francisco. The same truth holds good, even to a greater extent, when we speak of Kansas City or St. Louis. The development of the railroad system of Texas, therefore, to the west and north, through other States and Territories, is likely to make a complete change in the trade and commerce of the nation. The word from Texas at present is: "that good wages (\$1.75 and \$2.50 per day) are waiting for any number of willing hands, and that there is a scarcity in all kinds of labor, skilled and unskilled." The wages of mechanics are entirely higher than the figures here set down; the above rates are for common labor.

HISTORY AND POPULATION.

In the year 1685 the celebrated French discoverer, Robert de la Salle, seeking an entrance into the Mississippi, was driven by a storm to Matagorda Bay and landed near the present town of Lavaca. He fortified the place and called it Fort St. Louis. Sickness and hostile Indians soon obliged him to abandon the place; and his subsequent assassination by his own followers is well known. In 1689 the Spaniards attempted to make a settlement almost

in the same place; but without success. Between the years 1690 and 1720 the pioneers of all the settlements of these vast regions, namely, ten Catholic priests, were more successful. They established several missions, the massive and extensive remains of which in this our day, clearly attest their energy and devotedness. In the course of a century, however, these were gradually abandoned, and Texas in 1821 was almost as much a wilderness as when it had been visited by La Salle in 1685. This was the year (1821) in which Mexico threw off the Spanish yoke and Texas became tributary to the new Republic.

At the same time citizens of the United States, under the direction of Stephen F. Austin, a native of Virginia, began to make permanent homes in the country. He was a true leader among men; kind and gentle in private life, wise in council and brave in conflict. A large following of his own people was the consequence. But in a few years the Dictator of Mexico forbade any Americans to settle in Texas. This brought on a conflict in which, after several severe and bloody engagements, the Texans, as the Americans and their allies were called, gained a complete victory on Jacinto river, under Sam Houston, on the 20th of April, 1836.

It was during these troubles that a considerable Irish colony, under Col. James Power, sought and obtained a foothold in Texas. They suffered much from yellow fever before arriving at their destination; but those of them who survived, and their

descendants, are among the most prosperous people of the State. They gave the name of "San Patricio" to a county of Southwestern Texas, and many of them occupy the adjoining county of "Refugio." A nephew of the leader, Mr. Thomas Quinn, is at present one of the greatest cattle traders in the United States. They were nearly all from the north of Ireland.

For ten years Texas was an independent State and acknowledged as such by foreign nations. On the 1st of March, 1845, she was annexed to the United States, and became one of the States. Her history during the Mexican war and afterwards is a part of our national annals.

Special attention is called to the growth of population in this State. In 1806 it was only 7,000; in 1836, 52,000; in 1850, 212,500, of whom 52,000 were slaves; in 1860, 604,000; in 1870, 818,500, of whom 253,000 were free colored; and in 1880, 1,592,000, of whom 394,000 are free colored. The wonderful increase of the population, especially of the white population, will be noted. It is a sure index of great prosperity and a healthy financial and industrial condition. The division of population by sexes gives 839,000 males and 754,000 females. The different nationalities as taken in the last census are not yet ascertained.

The chief cities of Texas are as follows :

Galveston, the commercial capital, on a bay of the same name, is a beautiful city of great trade, and has a population of 22,250. It grows rapidly.

Austin, the seat of government, is an elegant city of 11,000 people, on the Colorado river. 160 miles above its mouth.

Houston, so named after Gen. Sam Houston, is on Buffalo Bayou, forty-five miles north of Galveston, and grows rapidly. It was founded in 1836, and has a population of 19,000.

San Antonio, founded by the Franciscan priests in 1694, still retains the ruins of their church and convent. It is a very thriving city of 21,000 people.

Dallas is also a flourishing city of 10,000 inhabitants.

There are many lively towns of from 5,000 to 10,000 people in various localities, all of which are centres of trade more or less brisk.

The chances for immigrants and settlers are not surpassed, perhaps not equaled, in any State or Territory of the Union. Those who have some capital and a taste for stock raising have a splendid domain here awaiting their industry and enterprise. Those who have but small capital and wish to settle on the land, have the very best chances on all the lines of railroad; and, in fact, everywhere in the State. I take the following extract from Col. Lang's pamphlet:

Homesteads may be acquired in any portions of the State where vacant land can be found. Each head of a family is entitled to 160 acres, and each single person eighteen years of age to eighty acres, by settling upon, occupying and improving the same for three consecutive years. The applicant must, within thirty days after settling upon the land, file with the county surveyor a written designation of the land he de-

sires to secure, and must have it surveyed within twelve months from date of such application, and the field notes and application forwarded to the General Land Office. When the three years have expired from date of original settlement, proof that the applicant and his assignee, if he has sold, have resided upon and improved the same as required by law, must be filed in the General Land Office. This must be sworn to by the settler and two disinterested witnesses before some officer authorized to administer oaths. Patent will then issue to the original settler or his assignee if proper transfers are filed.

The following is an extract from a private letter to the writer from a most intelligent and reliable witness of things as they are in Texas:

REV. STEPHEN BYRNE,

DEAR FATHER: You ask my opinion of Texas. Well, I must say that I do not think this State can be excelled anywhere for immigrants, laborers and working people generally. Those who want to buy land can get all they want—and that good land—for fifty cents an acre and upwards, according to the locality and the settlements around it. The State has millions of acres surveyed lately and now offered for sale at Austin for fifty cents *cash* an acre. The railroads also have large quantities of land which they offer for sale on very favorable terms. There is a splendid chance for laborers and working men as there are several roads being built and others projected. Common laborers get from \$1.75 to \$2.50 a day, according to the kind of work they perform; and, what is still better, they need lose scarcely any time the year round, for the cold amounts to almost nothing. Besides this, living is cheap in this country. Any information I can give you I will send with pleasure.

Truly yours,

JOHN HIGGINS,

(Formerly of Perry Co., Ohio.)

SAN MARCO, TEXAS, NOV. 14, 1880.

Still another extract from the valuable pamphlet already alluded to will show the munificent provisions made in Texas for school purposes :

Great as are the manifold attractions offered by the climate, the soil, and other physical advantages of Texas, none of them equal the princely provision which the fathers of the Republic made for the education of the millions of youth who will, in the near future, be numbered among her population. The far-sighted statesmanship of those who laid the foundation of the " Lone Star " Republic, provided for the education of generations yet unborn a more generous revenue than is enjoyed by the schools of any State in the American Union. Nay, more than this, as we read the page on which these princely revenues are dedicated to education, we shall see that neither Oxford nor Cambridge have such royal endowments as the sages of Texas gave to the University of Texas.

There is a permanent School Fund of \$3,500,000. That of Massachusetts is only two-thirds as large.

These lands have been set apart for educational purposes :

	Acres.
For a university.....	1,221,400
County school domain.....	2,833,920
General school domain ...	50,000,000
Total .	54,055,320

It is hoped that what I have to say regarding the condition of the Catholic Church in Texas will be taken in good part by any of my readers who may not belong to that religion. It is for Catholics I write especially, as they are the only people whom I could expect to recognize me as an authority on these matters, I being a clergyman of that church, extensively known in several parts of the United States, but mostly in the Eastern and Middle States. There are two dioceses in Texas and one vicariate

apostolic. The oldest diocese is that of Galveston, established in March, 1842, with the pious, humble and truly apostolic Bishop ODIN at its head. The present Bishop is the RIGHT REV. C. M. DUBUIS, D.D., a worthy successor of Bishop Odin. The diocese comprises all that part of the State between the Sabine and Colorado rivers. It is reported by the Catholic Almanac of 1881, to have fifty priests; forty churches; five ecclesiastical students; twelve academies for young ladies; one college; two charitable institutions; and 25,000 Catholics.

The diocese of San Antonio was founded September 3rd, 1874, with Bishop Pellicer as its first chief pastor. It comprises all that part of Texas lying between the Colorado and the Rio Grande, except that part south of Arroyo de los Hermanos, on the Rio Grande, and the counties of Live Oak, Bee, Goliad and Refugio. Bishop Pellicer being dead, the RIGHT REV. J. C. NERARY, D. D., was consecrated this summer (1881) to take his place. The report for the year is: thirty-eight priests; fifty churches and eight chapels; six clerical students; two young ladies' academies; two colleges, and twenty-five parochial schools; three charitable institutions. Catholic population about 48,000.

The Vicariate Apostolic of Brownsville comprises that part of the State lying between the Rio Grande and the Nueces rivers. The RIGHT REV. DOMINIC MANNEY, D. D., to whom I am indebted for a most useful and practical letter, which is embodied in the previous remarks, is the spiritual head.

In this diocese we find the counties of San Patricio and Refugio settled, as already remarked, by Irish immigrants, nearly fifty years ago. The Bishop's residence is in Corpus Christi, a seaport town of 4,000 people. The report is: priests, twenty-two; churches, twelve, and chapels, twelve; colleges, one, and convents, two; Catholic population, 40,000, of whom at least 37,500 are Mexicans.

As a confirmation of what has been said, I insert for the benefit of my readers an eloquent and truthful article taken from one of the leading journals of the State:

PAST, PRESENT AND FUTURE OF TEXAS.

From the *Austin Daily Statesman*, of December 16, 1880.

Study of the map of Texas and of Northern Mexico, together with a knowledge of the vast agricultural, grazing and mineral resources of these two countries, makes it matter of wonder that the capitalists of the world have just now been convinced of better prospects in the outlay of money here than anywhere else in the civilized world. Poor information and war and prejudice have operated, one after the other, in closing the avenue of progress to Texas; but suddenly light has been shed upon the State, and recognizing the grandeur of so vast and so rich an empire, the moneyed men of the world are engaged in a scramble to see who shall first reap rich rewards in the expenditure of means. Railroad enterprises, under modern dispensation, lead the way in developing countries, and after these come the industries, one upon another, until the waste of one year becomes in another the scene of life and busy industry. Only a few years ago that vast section lying between the immediate valley of the Mississippi river and the Pacific coast was a barren, desolate waste, the home of the wild man and the bison. Capital spanned the

continent with a railway, and now industry is developed along its line, and the country upon which the rains of heaven failed to descend now grows with verdure, and nature heeds the wants of progressive man. Not so is it with Texas. Here, through all time, have been the grandest and richest pastures of the world; here is an empire of 275,000 square miles, where vast forests have grown luxuriantly for ages, where plains were covered with a perfect jungle of grasses, until herds grazed them down; where natural fruits and flowers abounded and bloomed before man knew their value or enjoyed their fragrance. Such has been beautiful and bounteous Texas since, ages ago, the waters receded from these hills and these valleys and plains—an Eden, where wild bees gather sweets from limitless flowery plains, desecrated alone by the footprints of nomadic tribes, that have dwindled into insignificance before the march of the white man. And it is this fascinating land, that progress, in its march across the American continent, has for a time neglected. Feeble but resolute hands at first took hold of Texas. She was in the care of brave men and patriots, who disenthralled her and introduced her into civilized society; men brave and true and wise, but poor, and to these was Texas left. Under their care she has prospered; the savage men, who shed the blood of innocent women and children, have been driven by them beyond the Rio Grande, and a million and a half of people live under these azure skies, contented, happy, and, above all, independent, in the midst of plenty. Such is Texas while it meets the consideration of men who own their hundreds of millions, and who seek an outlet for the vast sums of money that have been hoarded in the great cities of the North and of Europe, awaiting profitable investment. One after another these moneyed kings, hearing of the undeveloped wealth of this Lone Star empire, have ventured beyond Red river and the Sabine on tours of inspection, and one after another have they departed, determined to establish here the base of fabulous fortune. The wires told us, only a day or two ago,

of the destruction, upon the banks of the classic Hudson, of a vast conservatory, belonging to Jay Gould. The building was valued at \$150,000, and in one half hour the fierce element that melted its crystal walls, scorched into ashes plants and trees and flowers, gathered from all countries banded by the central zone. While this beautiful work, pleasing in all that pertained to it, was being melted away, Mr. Gould was rearing in Texas monuments to his name and fame that will last while civilization holds sway in America. Day after day the wires have been telling us of his grand plans, conceived in the development of Texas; and but yesterday it was announced that he is to assume control of a great continental line of railway, that now partially threads its way beneath the base of Mount Bonnell, and winds into the hills and valleys beyond the beautiful Colorado, as it moves onward to the palm groves of Mexico and to the halls of the Montezumas. This man is making no idle venture in an outlay of many millions. He sees that Texas and Northern Mexico will afford production, giving employment to vast railroad enterprises, and having confidence in the future prosperity of this country, and, feeling that investments are safe under the eye of our State government, he pours treasure into our midst; and Mr. Gould is by no means alone. Scott and Huntington and Taylor and Peirce, railroad kings that command the treasure of New York and Boston and Philadelphia and San Francisco, join him in expending energy and money on vast railroad works in Texas. A few years ago, the feeble whistle of a solitary railway locomotive was heard upon the banks of Buffalo Bayou, at Houston. After awhile this iron horse had a companion, and then another and another. Now there are over 3,000 miles of completed railway in the State, and the iron charger has scared the Indians and buffaloes from the western plains. In twelve months Gould will span Texas with a new railway from the Red river to the Rio Grande; Scott will have spanned the plains of the Northwest, and his locomotives will be skirting the salt lakes that lie adjacent to El Paso; Huntington's rail-

way trains will be awakening echoes along the mountain-hemmed valley of the Upper Rio Grande, and Peirce will have broken up all the prairie dog towns of the West. It is whispered, too, that Vanderbilt, seeing reason to add to his \$150,000,000, will start from Memphis with a grand trunk line, destined to penetrate the heart of Texas, and the rich silver mines of Mexico, and that he, too, like Gould and Huntington, will add another iron link between the two oceans. Besides these, there are a hundred other railroad schemes now occupying, and soon to occupy, attention in Texas, among which, neither last nor least, is the little narrow gauge, that has been making a vain attempt to carry Governor Hubbard out of Tyler. In 1880 there are 3,000 miles of railway in Texas, 1,500,000 people, and \$350,000,000 of property. In 1890 there will be 10,000 miles of railway, 4,000,000 of people, and \$2,000,000,000 of property. Such will be the result of one decade, secured by the recognition that Texas is one of the garden spots of the world.

LOUISIANA.

BEFORE entering upon a particular description of this State it may be remarked, in general, that its most notable features are the great commercial city of New Orleans, the cultivation of the sugar cane, and the semi-French language and character of the people. It is not usually set down among the States to which a large emigration of the more northern Europeans is directed. It is yet true that commerce and the genial temperature of the winter months form attractions of much force for people of all countries. To those of southern birth or who are acclimated, no country can be more agreeable.

Louisiana lies between the following lines of latitude and longitude: twenty-nine degrees and thirty-three degrees north; and between eighty-nine degrees five minutes and ninety-four degrees west from London. It is bounded north by Arkansas and Mississippi; south by the Gulf of Mexico; east by the State of Mississippi; and west by Texas. The coast line, measured by its various windings, is 1,250 miles in length. The area of the State is 41,346 square miles, or 26,400,000 acres.

No State in the Union has so flat a surface; the highest elevation not being more than 400 feet. One-fifth of the surface lies below the high-water mark of the rivers, and was often overflowed before the construction of levees. The Mississippi flows by this State and through a part of it a distance of 800 miles. In very high water it has many outlets, the principal of which are Atchafalaya, Bayou Plaquemine, La Fourche and Grand river. It is to the fact that the great river (the father of waters) has its estuary in this State, that the wonderful importance of the trade of New Orleans is due. The grand system of navigable rivers, having, as we may say, its focus or centre here, comprises about 16,000 miles of navigable waters.*

The soil of the delta of the river is considered the best in the world for the production of the sugar cane. In 1870 the sugar produced in the United States was reported at 87,000 hogsheads; and of these, 80,000 were produced in Louisiana. In the

* A pamphlet on the Mississippi river and its tributaries gives the following interesting statement of the mileage of the navigable portion of each of the following named rivers above its mouth: Missouri, 3 219; Mississippi, 2,161; Ohio, 1,021; Red, 986; Arkansas, 884; White, 779; Tennessee, 789; Cumberland, 609; Yellowstone, 474; Ouachita, 284; Wabash, 365; Alleghany, 325; Osage, 303; Minnesota, 295; Sunflower, 271; Illinois, 270; Yazoo, 228; Black (Ark.), 112; Green, 200; St. Francis, 180; Tallahatchie, 175; Wisconsin, 160; Deer Creek, 116; Tensas, 112; Monongahela, 110; Kentucky, 105; Bartholomew, 100; Kanawha, 94; Muskingum, 94; Chippewa, 90; Iowa, 80; Big Hatchie, 75; St. Croix, 65; Rock, 65; Black (La.), 61; Macon, 60; Boeuf, 55; Big Horn, 50; Clinton, 50; Little Red, 49; Big Cypress and Lake, 44; Big Black, 35; Dauchitte, 33. Total number of rivers, 33; total number of miles of navigation at present, 15,710.

same year the State ranked fourth in the production of cotton, and third in rice.

The climate is remarkably equable and genial. The heat of summer is not so excessive as is generally supposed and sunstrokes are much more common in places much farther north. The mean temperature for the summer months is eighty-two degrees, and for the winter months fifty-five.

Many of my readers will be surprised to find that manufacturing is rather extensive in this State. The census report of 1870, gives 2,557 establishments, employing 30,000 hands, and producing goods to the amount of \$24,000,000. Boots, shoes, carriages, wagons, brick, cars, cotton goods, tobacco and segars were the principal articles manufactured. The State has about 700 miles of railroad in operation.

HISTORY AND POPULATION.

On the 7th of April, 1682, the Chevalier de la Salle discovered the mouth of the Mississippi. New Orleans was founded in 1718. The territory was ceded to Spain by secret treaty, in 1762. The Spanish yoke was borne with the utmost reluctance by the French colonists; and many sanguinary uprisings mark the period of its history. It was ceded back to France in 1800. It is worthy of remark that the Spanish "Governor and Captain General" of Louisiana in 1769 was *Don Alexander O'Reilly*, whose official title and designation runs: "Lieutenant General of the Armies of His Majesty, In-

spector General of Infantry, and by commission, Governor and Captain General of the Province of Louisiana." Napoleon did not consider it politic to retain the new possession ; and he was much in need of money in the prosecution of his European policy. Yet he scouted the idea of yielding it to England. To his ministers he said : "The English have despoiled the French of all their northern possessions of North America, and now they covet those of the South ; I am determined that they shall not have the Mississippi. To deprive them of all prospect of ever possessing it, I am inclined to cede it to the United States." Accordingly negotiations were entered into with President Jefferson, by which all of the vast region stretching from the Gulf of Mexico to the lakes, and from the Mississippi to the Rocky Mountains, was ceded to the United States for the sum of fifteen millions of dollars. Napoleon, pleased with the bargain, said : "By this cession of the Territory I have secured the power of the United States, and given to England a maritime rival who, at some future day, will humble her pride." Scarcely ten years passed when his prediction was fulfilled by the naval victories of the war of 1812, and by the battle of New Orleans, January 8th, 1815. Louisiana was admitted into the Union as the eighteenth State, April 8th, 1812.

The population in 1712 was only 420, of whom twenty were slaves ; in 1763, when the Spaniards took possession, 14,000 ; in 1803, 60,000 ; in 1850,

780,000, of whom 332,000 were slaves; in 1870, 727,000, of whom 364,000, (more than one-half), were free colored. For this year (1870) there are reported as living in the State 17,000 natives of Ireland, and 19,000 Germans. Most of these are found in the city of New Orleans.

In 1880 the population is reported as follows: Total, 940,000, of whom 469,000 are males, 471,000 females; 886,000 natives of the United States, and 54,000 of foreign birth; white 455,000, and colored 485,000. It will be noticed that the colored population of Texas and Arkansas is only one-fourth of the entire population, whereas it is here more than one-half. The climate and the nature of the agricultural productions of the State account for this.

The principal city is New Orleans, which is also the greatest commercial city of the Southern States. The trade of the immense valley of the Mississippi is, to some extent, concentrated in this city, a fact which is being more and more realized every day. The export trade of New Orleans is greater than that of Philadelphia, Baltimore and Boston combined. In 1874 the value of imports was \$14,500,000, and of exports \$93,250,000. It is 100 miles from the mouth of the river, and is called the "Crescent City" from being built on a bend of it. In high water the surface of the river is above the level of the city, which is protected by levees from five to thirty feet high. Population of the city in 1870, 191,000; in 1880, 216,000. There are many splendid hotels and other buildings in New Orleans.

The CATHOLIC CHURCH has had a foothold in this State from the time of its first settlement. When it was purchased from France in 1803, few persons within its limits professed any other form of religion. While under Spanish rule, a Bishop was appointed to New Orleans in 1793. It was the RIGHT REV. LUIS PENALVAZ Y. CARDENAS, of whom there is a short biography in *Clarke's Deceased Bishops of the United States*.

It became an archdiocese in 1850. The present Archbishop is the MOST REV. NAPOLEON J. PERCHE, D.D.; his coadjutor is RIGHT REV. F. X. LERAY, D.D., transferred from the see of Nachitoches in 1879, to that of New Orleans. Before the late civil war the church of New Orleans was in a most prosperous condition; and its generosity to burdened churches and institutions in other parts of the country was most praiseworthy. The reverses of the war have greatly embarrassed this see; but there is much reason for hope in the future. No city is better provided, according to its population, with churches and institutions of all kinds than New Orleans. The Catholic Almanac for 1881 has the following report of the archdiocese, which comprises southern Louisiana: Churches, built, eighty-nine, building, five; chapels and stations, thirty-four; priests, 162; clerical students, ten; ecclesiastical institutions, two; literary institutions for young men, six; female academies and schools, thirty-six; boys' schools, fifteen; total number of pupils, 9,000; hospitals and orphan asylums, seventeen; convents, thirty-four;

benevolent institutions, sixteen. Catholic population, 250,000.

The diocese of NACHITOCHEs comprises northern Louisiana, and became a bishop's see in November, 1853. Its present chief pastor is Bishop Leray, already mentioned. The report of this diocese for 1881 is the following: Churches, nineteen; chapels, fifteen; priests, seventeen; religious, thirty-five; convents, four; academies for young ladies, four; schools, eleven. Catholic population: white, 25,000; Indian or colored, 5,000.

The chances for laborers and settlers are excellent in all parts of this State. What has been written in regard to Arkansas and Texas may be properly applied to this State. There is a great demand for working people of all kinds, skilled and unskilled. Col. Lang of Texas supplies special information about this State as well as his own.

INDIAN TERRITORY.

A QUESTION naturally arises in connection with this subject, namely: Why introduce to your readers a district set apart, as it would seem, by the Government for the exclusive possession of the Red men? The answer is easy: The exclusive character of the Territory can not long continue—is in fact broken into even now. There are many whites already among the tribes, and trade seeks and finds many footholds among these wards of the Government.

The Indian Territory lies west of Arkansas and north of Texas, being separated from that State on its entire southern border by the Red river. It is situated between latitudes thirty-three degrees thirty-five minutes and seventy degrees north; and between longitudes ninety-four degrees twenty minutes and 103 degrees west from London. The average elevation of the Territory above the level of the sea is 1,250 feet; there are no high mountains. The Territory is very well watered by several large and small streams, all flowing in one direction, that is, eastward. The Arkansas drains the northeastern part of the Territory, and has many tributaries here,

such as the Canadian, Neosha, Verdigris, etc. The Red river, as stated, forms the southern boundary.

The area is 68,000 square miles, or 44,000,000 acres.

The mean temperature for January at Fort Gibson in this Territory has been found to be thirty-nine and five-tenths degrees; of July, eighty-six degrees; lowest, eleven degrees; and highest, 100 degrees. Much fertile land is to be found in the river valleys.

The population in 1873 was 72,428, of whom 17,217 were Cherokees (Indians), 16,000 Choctaws, 6,000 Chickasaws, 13,000 Creeks, etc. There are 2,500 whites and 6,500 negroes also in the Territory. Each of the civilized tribes provides for the support of public schools, and education progresses most favorably. In course of time the Indians now occupying the Territory will become entirely civilized, and it is expected that all Indians east of the Rocky Mountains will find a home here. There is certainly room enough for them all; and when we consider the foundations now laid in the construction of civilized life amongst the tribes now included in the Territory, the best results may confidently be expected.

Greatly to the honor of Catholic France and the Benedictine Congregation of Primitive Observance in that country, we find in the Territory a Vicariate Apostolic in charge of these fathers. Its head is RIGHT REV. ISIDORE ROBOT, O. S. B., Abbot of the Sacred Heart, Indian Territory. This is his post-

office address. The date of his institution is May 14th, 1876, before which the Territory was under the jurisdiction of the Bishop of Little Rock. There is an Abbey, a monastery of the Sisters of Perpetual Adoration, a boarding school in charge of the Benedictine Fathers, and a boarding school for girls under the Benedictine Nuns of the Perpetual Adoration. The number of Catholic Indians reported in the Almanac of 1881, is 3,200; of whites, 600.

The postoffice address is: Sacred Heart Mission, Indian Territory.

It is worthy of note that the eastern part of the Territory is traversed from north to south by the great railroad known as the "Missouri, Kansas & Texas Railroad." When it crosses the Red river it becomes the "Houston & Texas Central," passing through the great State of Texas to Galveston.

NEW MEXICO.

NEW ROUTE TO CALIFORNIA — OLD EUROPEAN SETTLEMENTS, PARTIALLY ABANDONED, AGAIN BECOME PROMINENT.

ON last St. Patrick's Day, March 17th, 1881, a train was formed in Kansas City, Missouri, the objective point of which was San Francisco, over a road then for the first time opened. It seemed a little strange that at least some part of the enthusiasm evoked by the completion of the Union Pacific on May 10th, 1869, was not manifested on this occasion. But the novelty of reaching the Pacific shore at the heels of the iron horse had worn away, and the new enterprise was thus shorn of its merited publicity. The Atchison, Topeka & Santa Fe Railroad is the new link of iron thus connecting the Atlantic and Pacific shores. Silently and without parade this great work has been accomplished; and the train of cars above referred to made the through trip from the Missouri river to the Golden Gate in four days and eighteen hours. The country through which this road and its connections pass is worthy of the deepest study.

First of all, starting at Atchison, on the Missouri river, we travel about sixty miles to Topeka, the capital of the State of Kansas; thence to Hutchinson on the Arkansas river, about 170 miles distant, you pass through a rich country, generally well settled and of great promise. Through the valley of this river you soon pass by St. Dominic's colonies; and, after about 200 miles of railroad, still further west, you turn southwardly into New Mexico. This is the country to which the attention of thousands of far-seeing and enterprising men is now turned. Inasmuch as Texas and Colorado have been long before the public, and have been variously described, we will not dwell upon their respective resources at present.

WHERE, THEN, IS NEW MEXICO? AND WHAT IS IT?

New Mexico is a Territory of the United States since September 9th, 1850. It is bounded north by Colorado, east by the Indian Territory and Texas, south by the Republic of Mexico and Texas, and west by Arizona. It lies between latitudes thirteenth-one degrees twenty minutes and thirty-seven degrees north; and between the 103d degree and 109th degree west from London. It is 395 miles long from north to south, and 355 miles wide. Area, 121,000 square miles, or 77,000,000 acres.

Considering its southern latitude we might suppose it to be of a climate closely resembling that of the torrid zone; but the great elevation of the country modifies the heat most perceptibly.

The general elevation of the Territory above the level of the sea is 5,400 feet. The eastern part consists of the Llano Estacado, or Staked Plain, which extends into Texas, and has very scanty vegetation of any kind. Broken mountain chains extend through the Territory from north to south, the elevation of which varies from 6,000 to 10,000 feet. The Sierra Madre chain in the west is the water-shed between the Atlantic and Pacific oceans. Between these chains of mountains is the great valley of the Rio Grande, which is considered to be the vast crater of extinct volcanoes.

THE RIVERS

Of New Mexico are the Rio Grande, which rises in Colorado, and having traversed the Territory from north to south, falls into the Gulf of Mexico at Brownsville, Texas; the Canadian river drains the northeastern part of the Territory, and falls into the Arkansas; western New Mexico is drained by the Gila and Little Colorado.

FORESTS.

Extensive growths of evergreens, such as pine, fir, spruce and hemlock, cover the mountains, whilst along the water courses we find cottonwood, sycamore, oak and walnut in great abundance.

SOIL AND CLIMATE.

In the river valleys and on some of the *mesas*, or table-lands, we find as rich soil as any in the world; but in all New Mexico it may be truly said that irri-

gation is necessary for the production of good crops. Excellent grazing lands are to be found in all parts of the country, and cattle need no artificial shelter in winter. The mean temperature of Santa Fe, which is near the centre of the Territory, has been for several years about fifty degrees. The mean for July is about seventy-two degrees, and for December twenty-five degrees.

MINERAL RESOURCES

Constitute the great present attraction to New Mexico. Gold was found there early in the history of the country by Spaniards and Indians. The mines were for a long time abandoned by reason of Indian hostilities. This cause, along with the absence of railroads, has operated adversely against mining interests, even in the last few years. But now a new era seems to dawn upon the country, and the railroad already mentioned traversing the whole Territory from north to south, will bring about a complete change for the better in a few years. The city of the Holy Faith (Santa Fe) is now connected by rail on the west with San Francisco, and on the east with the vast chain of railroads converging at Kansas City and Omaha.

I have before me the report of Governor Lew Wallace, of Sept. 23, 1879. Briefly it may be summed up as follows: "The agricultural resources are of the most encouraging character when irrigation shall have been successfully applied. At present the cultivation of the soil is in a most primitive state;

the old wooden plow of the past still being generally in use. The river valleys are wonderfully fertile; but the land grants of the past greatly impede settlement. The wonder is that eastern people do not turn their attention now to the agricultural resources of this region." "One gentleman near Mesilla, in Dona Ana county, is reported to have cleared \$10,000 a year for the last twenty years by the fruit production of twenty acres of land." "Cattle and sheep raising is only in its infancy here. There is need of improvement in the stock; and Indian difficulties, now almost settled, must entirely cease before stock raising shall have attained its full development. All other conditions are most favorable. Even as matters now stand, a full report of the cattle raising of this Territory—a report which can not now be obtained—would astonish all who are not acquainted with our country. New Mexico is principally sought on account of the health-restoring qualities of the climate; but her grand resources in other respects must needs command attention."

"As to minerals, this Territory is immensely rich. Gold presents itself in all forms; it is found in placer mines and in quartz mines. Few persons are aware of the number of mines in successful operation. It is found principally in the region east of the Rio Grande." "The silver-bearing localities of New Mexico are too numerous to be specified in a paper like this; the metal is to be found in almost every considerable mountain range in the Territory. Coal beds are of inexhaustible richness in several

places. Iron, copper and lead can be worked with profit and success also in many districts."

"As to the population of the Territory it is not easy to give exact figures. It may be put down at 125,000 as a certainty; many claim 150,000. The emigration of Americans following the Atchison, Topeka & Santa Fe Railroad is astonishing and likely to increase." "The climate is extraordinarily healthy. The principal diseases are rheumatism and catarrh; consumption is almost unknown."

This is the deliberate verdict of the Governor of New Mexico, whose position enables him to know the condition of the country probably better than any other person; and it is truly encouraging.

Your readers being mostly Catholics, will be interested in the fact that almost the entire population of the present time is of their faith. Numerous churches of one, two and even three hundred years old are met with in various places. The schools are nearly all Catholic. The venerable Archbishop Lamy has presided over the spiritual interests of the Archdiocese of Santa Fe for thirty-one years. The archdiocese comprises all New Mexico excepting Dona Ana county. He is assisted by fifty-two priests, a number of Christian Brothers and several communities of female religious. There are six convents, four colleges and one hospital. The Catholic population, including 10,000 Pueblo or village Indians, is 120,000.*

* The foregoing article appeared in the *New York Catholic Review* of June 9th, 1881.

The following is the report of an interview between a representative of the *Cincinnati Enquirer* and the Hon. Col. William Breeden, formerly Attorney General of New Mexico and now a member of the Territorial Senate. He has been a resident of the Territory seventeen years. The interview bears the date of June 9th, 1881, and will be read with interest as corroboratory of what I have stated above. He says:

"New Mexico is a good country; there is at present a demand for live men with capital, but a large influx of men without money would be injurious. The principal interest or products of the country have been sheep and cattle. It is favorable to sheep raising. On account of the mildness of its climate the sheep can run at large the year around and find forage. There is a great extent of unsettled, open country, tolerably well grassed, and there being very little rainfall after the grass matures, it cures on the ground without losing its strength, so that sheep and cattle live on it well during the winter, and no feeding is required."

"Where do you sell your wool?"

"Chiefly east, in St. Louis and Philadelphia. There are not less than four million sheep in the Territory. At present, common unimproved wool brings from 10c. to 11c. per pound. The sheep are generally small, native sheep. Considerable effort has been made in the past few years to improve the quality of sheep, and a good many fine sheep have been brought in. Most of the sheep owners who have the means are importing fine rams, and grading them up in that way. Another thing, sheep suffer very little from disease."

CATTLE INDUSTRY.

"What of cattle?"

"This has only become important in the last ten or twelve years. I can say that almost without exception all engaged in this business have done well—many grown rich in the business. They are improving their stock very rapidly. Only last week two car loads of young bulls of Canada stock came in."

"How do owners distinguish their cattle?"

"Each man has a brand, which is registered. The great thing in the first place is to select a spot where there is a good water supply. Here the cattle range—there being no fences—for miles about."

LAND TITLES.

"How are your titles to land in New Mexico?"

"There are a large number of grants of land made by Spain and Mexico, many of them very large. The largest in the Territory comprises about one million seven hundred and fifty thousand acres. It was known as the Maxwell Grant, and was originally granted to Beaubien and Miranda, and is now held by a Holland Company, of which Frank R. Sherwin is President. This grant is in the northeast part of the Territory and extends into Colorado, taking in the towns of Cimarron, Springer, Elizabethtown, Rayado, and the small towns of Dorsey and Elkins. There is a great deal of agricultural land in the grant, well timbered, good grazing country, as well as valuable mining interests. Coal and plumbago are found on the grant.

"Other large grants are the Mora, Santa Clara, Las Vegas, the Montoya, the Beck, the Anton Chico, the Tierra Amarilla, and many others. Under the present regulations the Spanish and Mexican grants are required to be proved before the Surveyor-General, and submitted to Congress for confirmation. Forty-nine in all have been confirmed, so that any one buying under these has a perfect title. These forty-nine include most of the very large grants. Each of these confirmed land grants is recorded, with a plat of the survey, in the office of the Recorder of the county where the land is situated. Confirmation by Congress settles all questions as to the extent of grants.

"Another question that has disturbed the people a good deal has been whether the grants from Spain and Mexico carried the minerals where there was no reference to the minerals in the grant. As to the grants by Congress there is no question, as they are an absolute quit-claim by the Government of the United States to the owners of the grant, and the confirmations were all without any reservations."

WILL NEW MEXICO BE A STATE?

"What is your population, and the feeling in regard to your coming in as a State?"

"There is some dissatisfaction in regard to the late census. The Supervisor did not have means enough to take it accurately, and he so reported to Washington. He found about 112,000 people. We believe that we honestly have from 130,000 to 140,000 people, and are increasing rapidly. I think a large majority are in favor of a State government."

"What is the objection to a territorial form of government?"

"We have no power. A man is sent from Washington, who knows little, and, as a general thing, cares very little about the people or their wants. Beyond this, we need capital to develop the country, and we must have a State government and laws to protect such capital. A Territorial government does not have this power. This is the great argument with the thinking people. We know the Territory has great resources, and we need capital to develop them. The laws are well enforced now, but a State government would inspire confidence among the people abroad."

MINES.

"What have you to say of the mining interests?"

"Mining interests have not attracted much attention until the last two years. Since that time many valuable mines have been discovered, and are being discovered every day. There has never been a geological survey of the Territory."

"What are some of your mines?"

“The San Pedro Mine, forty-five miles from Santa Fe, probably is one of the most valuable mines for gold and copper. It is on the San Pedro grant, and is owned by a Boston Company. George W. Ballou, who formerly published a magazine, is the President and General Manager. This Company has put in thirteen miles of six-inch pipe to bring water from the reservoirs in the mountains to wash the earth, which is rich in gold, from the grass root to the bed-rock. They put in this pipe by hydraulic placer mining, and have spent \$700,000 already in the past year. Silver mining is carried on extensively at Silver City, and there have been promising discoveries at Hillsboro, San Simon, Black Range, Lake Valley, White Oaks, Nogals, Cerillos, Hell Canon, Picuris, Arroyahando and many other points.”

MEXICAN PEOPLE.

“How are the Mexican people? Are they not treacherous?”

“They are a good people ; kind and hospitable as a general thing ; law-abiding, and have as high a respect for the laws and constituted authorities as any people I have ever known. They are thoroughly American in their sentiments and feelings, and as loyal to our Government as any citizens under the flag. They are much more fair and liberal to us than we are to them. They take an active interest in politics. The church there does not exercise much influence in politics.

LEGISLATURE.

“Our Legislature consists of a Council, which has now twelve members, and the House, consisting of twenty-four members. They meet every two years, and sessions have been forty days, but were extended by last Congress to sixty days. Congress will probably have to interfere in reference to the organization of our Legislature, as thirteen members have been elected, under the old law, to the Council, and

twenty-six to the House. Congressman Tom Young, of Cincinnati, had charge of the matter in the last Congress, but for some reason failed to secure any action.

CLIMATE.

"I am frequently asked if it is not a relief for me to get into the States in summer. It is just the contrary. We never suffer from the heat in any part of the Territory, while at such points as Las Vegas, Santa Fe, Taos, Silver City, and, in fact, all the mountain region, the summers are delightful. As to cold, we never suffer from cold weather, and at Albuquerque, Socorro, Las Cruces, Mesilla and the valley of the Rio Grande and Pecos, south of Santa Fe and Las Vegas, the winters are as fine as in Florida. There are no prevailing diseases of any sort. There has never been a case of diphtheria in the Territory on account of the rarity of the atmosphere, and consumptives get fat. As soon as the hotel accommodations are supplied, it can not fail to become a popular resort for invalids and tourists.

"MEDICAL SPRINGS

Abound in the Territory. Sulphur, iron, soda, iodine springs are found. These springs are all hot, and are very effective in cases of rheumatism. I have known men to be carried in the arms of attendants, so crippled up were they from rheumatism, and after several baths were cured. The most important of these hot springs are Las Vegas Ogo Caliente, sixty miles north of Santa Fe; the Jemez, fifty miles west of Santa Fe, and Hudson's, near Silver City.

RAILROADS.

"Our great road is the Atchison, Topeka & Santa Fe, which branches at La Junta, Colorado, one branch going to Santa Fe and the other to Pueblo, Colorado. The main line is now completed three hundred miles below Santa Fe, and within about forty of El Paso, where it will unite with the

Mexican Central and run to Chihuahua, and thence to the City of Mexico. This road will be finished by the 4th of July. By connection with the Southern Pacific, of California, this Atchison, Topeka & Santa Fe Railroad completes a through line to San Francisco, now in full operation."

Colonel Breeden leaves shortly for the East, and returns to New Mexico in about ten days.

The time is not distant when one or two of the railroads projected in the South, and destined to reach the Pacific coast, will pass through New Mexico. It is a necessity; and will greatly advance the development of the Territory.



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Byrne, Stephen

AUTHOR

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IN THE SOUTHWEST: ARKANSAS,
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INDIAN TERRITORY AND New

TITLE



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